



Northeast Multispecies Sector Hail Requirements Information Sheet



This summary is not a substitute for the regulations; rather it provides a broad overview of restrictions and requirements. You are strongly encouraged to read the regulations in conjunction with this information sheet to fully understand how this fishery is managed. This information sheet will be updated when regulations are revised.

TRIP START AND TRIP END HAILS

Sector vessels must notify dockside monitoring (DSM) providers of when and where they will be landing their catch by declaring a trip start and trip end hail, in order for dockside monitors to be dispatched efficiently to observe offloading. For FY 2010, 50 percent of the trips by sector vessels must be subject to DSM. It is the DSM service provider's responsibility to ensure that the monitoring occurs at that rate. DSM service providers will randomly select which trips are to be monitored.

Because sectors may operate and communicate in a variety of ways, NMFS is providing some flexibility to sectors and vessels in complying with sector trip hailing requirements. Hails may be made from the vessel using a VMS form, an e-mail, or by voice communication, as specified in the sector's operations plan. Voice hails must be immediately followed with an e-mail; the DSM provider or sector manager must email NMFS (details are provided below). To enable these options, NMFS is adding forms to the VMS software, providing the message specifications to sectors and 3rd party software developers, and posting an automated submission form on the internet. NMFS has specified the content and format of the hails, but has left the content, format, and mode of the confirmation message (from the DSM provider to the vessel) to the sector's discretion.

Trip Start Hail (TSH): The purposes of the TSH are to:

- Notify the sector's DSM service provider of the trip and provide advanced notice for planning purposes as to when and where the vessel will land its catch
- Notify NMFS Office of Law Enforcement (OLE) of the sector trip

TSH reports must be submitted prior to leaving port on a sector trip.

If the trip is likely to be less than 6 hours in duration, or if the fishing operations occur within a 6-hour transit from the offloading location, the TSH must include the estimated offload time.

Trip End Hail (TEH): The purposes of the TEH are to:

- Notify the sector's DSM service provider of the intended time and location of landing and offloading and to provide an estimate of the volume of fish to be landed for planning purposes
- Notify the NMFS OLE with landing information

On sector trips greater than 6 hours in duration and further than a 6-hour transit from the offloading location, each sector vessel must hail its trip end at least 6 hours in advance of arrival at the dock.

For trips less than 6 hours, or occurring within 6 hours of port, the TEH must be submitted immediately after completion of fishing operations.

Alternative notice times can be approved by NMFS after consultation between the sector and NMFS OLE.

<u>TSH Content</u>	<u>TEH Content</u>
Vessel permit number	Vessel permit number.
Trip ID # (serial # from the 1 st page of the vessel trip report (VTR))	Trip ID # (serial # from the 1 st page of the VTR)
Landing state*	First landing state
Landing port city*	First landing port city
Estimated time and date of arrival in port	Dealer
Estimated time and date of offloading (required only for trips <6 hrs or if fishing within 6 hrs of offload port)	Estimated time and date of arrival
	Estimated time and date of offload start
	Second offload state**
	Second offload port city**
	Total groundfish kept
	Total non-groundfish kept

*Landing location state and city are not required by regulation to be included in the TSH, but are required in the TEH.

**If the vessel will be landing catch in only one port, the second offload state and port city fields may be left blank.

The TSH and TEH messages must include commas to mark each omitted field. The VMS form will do this automatically. Third party software systems should be checked to ensure they will do the same.

Transmission: Hails may be transmitted by the vessel via one of the three following means:

- **VMS form**

- NMFS will provide a form within the VMS software that can be used by sector vessels to submit the TSH and TEH.
- The TSH must be submitted in addition to the standard VMS activity declaration.
- When using the VMS form, the TSH and TEH forms are automatically sent to NMFS. The vessel-side units do not allow additional addressees to be added to the message. When the form is received by NMFS, it will be automatically forwarded to an address (e.g., to the DSM provider) specified for each vessel by the sector manager in the roster function of the Sector Information Management Module (SIMM).
- Sector managers and dockside monitoring provider companies may wish to set up secondary e-mail forwarding routines of their own to accommodate the sector's particular arrangements with providers. Sectors may use an alternative means of submitting the form that can be transmitted to more than one recipient.
- A VMS catch report does not satisfy the requirement of the THE, and vice versa.

- **Formatted e-mail (either in the e-mail text or as an attachment)**

- In lieu of using the VMS form, vessels may employ electronic logbooks or other software to generate the TSH and TEH, so long as the message or file is in the specified format. If the landing state and port city fields are omitted in the TSH, each must be indicated by a comma in the TSH message.
- The vessel and sector manager are responsible for ensuring the message is forwarded immediately to the DSM provider and NMFS at: NMFS.OLE.NE@noaa.gov.
- For TSH, the subject line must be: FORM.OUT.TRIPSTART_HAIL.2. For TEH, the subject line must be: FORM.OUT.TRIPEND_HAIL.2. Note that the subject line distinguishes the hail generated by 3rd party software from the VMS form.
- The 3rd party software and e-logbooks allow additional addressees to be added to the hail message, obviating the need for NMFS to forward messages sent in this manner. NMFS will not forward messages received by this mode.

- **Voice, including telephone, radio, or in person**
 - If the hail is made by voice communication to the sector manager or the DSM provider, then that party must immediately send the TSH or TEH information in the specified format via e-mail to: NMFS.OLE.NE@noaa.gov.
 - For TSH, the subject line must be: FORM.OUT.TRIPSTART_HAIL.2. For TEH, the subject line must be: FORM.OUT.TRIPEND_HAIL.2.
 - The need for immediate transmission of the e-mail to NMFS requires that some measure be in place to receive and respond to the call 24 hours per day.
 - NMFS will provide a form on-line for TSH and THE, which can be used by the sector manager or DSM provider to satisfy this forwarding requirement.
 - These alternative modes allow additional addressees to be added to the hail message forwarded by the sector manager or DSM provider, obviating the need for NMFS to forward messages sent in this manner. NMFS will not forward messages received by this mode.

Hail Confirmation

- The TSH confirmation must be transmitted by the DSM provider (as specified in the sector operations plan) immediately upon receipt of the TSH. The format and content of the TSH confirmation is not specified by NMFS. The vessel may not leave port until the TSH confirmation is received. If the TSH confirmation is not received, the vessel may submit the hail again by a secondary means of transmission in order to obtain a confirmation.
- Upon receipt of the TEH, the DSM vendor must immediately send a confirmation to the vessel that the TEH was received. If the vessel does not receive confirmation, the captain must use the backup system to contact the DSM provider prior to landing. The DSM provider must inform the vessel in the TEH confirmation (and no earlier) that:
 - The vessel will have a dockside monitor (DM) or roving monitor (RM) present; or
 - The vessel is issued a DSM waiver for the trip, meaning no DM or RM will be present to witness the offload.

If the DM or RM has an emergency and cannot meet the vessel as scheduled, the DSM provider must notify the vessel, the sector manager, and OLE as soon as possible to resolve the pending DSM event.

Hail Corrections

- The TSH message may be corrected simply by retransmitting the message with the corrected information.
- If, before the vessel lands, the submitter discovers an error in a submitted TEH or the vessel engages in additional fishing after submission of the TEH, a second TEH must be submitted immediately with the corrected/updated information.
 - If the trip has been selected for dockside monitoring and the change affects the time and location of the landing, the vessel or sector manager must make arrangements with the DSM provider to monitor the vessel at the corrected time and place. In such cases, the vessel may not offload its catch until the DSM is available to monitor the offloading.
 - If the trip has not been selected for DSM, the vessel may proceed into port after the TEH correction has been submitted.